

INTERBOROUGH PLANS IN PROPOSED TRANSIT SCHEME TO COST ABOUT \$100,000,000.

It includes Third as well as Lexington Ave., Steiner Tunnel and the Two New Bridges—Prefers City to Build and Provide a Clear Right of Way.

The Interborough company submitted yesterday to the Public Service Commission its new transit plan. Broadly the scheme provides for the extension of the present subway northward under Lexington and Third avenues and a southerly extension on the West Side of the city from Long Acre Square to the Battery, additional elevated tracks for express service, the connecting of the Steiner Tunnel with the present subway, a subway under Canal street which will permit the running of Interborough trains over Manhattan Bridge to connect with the present subway in Brooklyn, and an elevated line connecting the Second Avenue elevated with the Queensboro Bridge.

The plans as submitted by the Interborough company are:

SUBWAY.

1. A four track subway extension connecting with the existing subway at about Thirty-sixth street and Fourth Avenue and running from that point under Lexington Avenue to about Forty-sixth street.

2. A two track subway extension connecting with the four tracks above proposed from a point near Forty-sixth street, running north under Lexington Avenue to East 126th street and the Harlem River; same to be used for purely local service and connecting with all of the existing subways and the subways that we now propose.

3. A two track subway connecting with the present four tracks at Lexington Avenue and about Forty-sixth street, and then under Third Avenue northward, passing under the Harlem River to East 146th street, the Melrose district of The Bronx, again connecting with the existing subway to West Farms and devoted solely to express service of the most rapid kind.

4. A four track subway extension on the West Side connecting at Times Square with the present subway and running under Seventh Avenue and Varick street to Canal street.

5. From Varick street or West Broadway, a two track subway extension southerly via West Broadway to Greenwich street, southerly via Greenwich street to the Battery and then looped into the present subway.

6. A two track subway commencing at Varick street or West Broadway, running easterly under Canal street and over the Manhattan Bridge to the City Hall, thus enabling Second Avenue passengers to go directly to the Brooklyn Bridge and providing there a four track terminal.

7. A two track subway extension from Park Avenue and Forty-second street through the Steiner Tunnel into Long Island City, Queens county, at Van Alen Avenue.

8. A two track elevated extension from Eighth Avenue and 126th street on the West Side over the Macombs Dam Bridge, with a third track beginning at about 126th street, over Jerome Avenue to the reservoir, three blocks beyond the Fordham road.

9. A two track Second Avenue extension from Chatham Square to the City Hall, thus enabling Second Avenue passengers to go directly to the Brooklyn Bridge and providing there a four track terminal.

10. One new track for express service on the Second Avenue elevated to the Harlem River.

11. One new track on the Third Avenue road from Chatham Square to Forty-second street, which when connected with its present facilities will provide an additional track for express service through to 146th street.

12. A centre track on the Ninth Avenue elevated running from Cortlandt street to Fourteenth street, which, with certain changes at 116th street and 124th street, and Eighth Avenue will permit an express service on a third track from Rector street to 156th street, a distance of 9½ miles, and then along the proposed Jerome Avenue extension, a distance of three miles more.

13. Connect two of the existing tracks on the Queensboro Bridge to the Second Avenue elevated line at or near Fifty-fifth street. Between Fifty-fifth and Fifty-ninth streets the Second Avenue elevated contain four tracks. This will give an elevated railroad connection from the Plaza of the Queensboro Bridge in Long Island City direct to the City Hall or South Ferry Station of the Manhattan Elevated Railroad via Second Avenue, together with a connection with the existing elevated roads in Manhattan Island and The Bronx, with a single five cent fare.

The commission will probably hold a special meeting to-day for the purpose of sending the plans to the Board of Estimate, which must be approved, so that the board may authorize the commission to include the Interborough plans in those already presented to the board. It is estimated that the cost of the Interborough's whole scheme would be about \$100,000,000, and while Mr. Shonts in a statement he gave out yesterday intimated that his company would be prepared to build with its own money he said that the company would preferably have the subway extensions regarded as part of the existing subway, which would mean that the city would have to bear the cost of the construction, coming under the head of "extra work." In any event Mr. Shonts thinks that it is incumbent on the city to provide the right of way and station sites and assume all liability to abutting property owners, the burden of taxation upon the physical property and the franchise taxes.

The plans of the Interborough company call for the construction of sixty-eight and a half miles of new tracks in the city, forty-four miles being underground and twenty-four and a half of elevated lines. In his communication to the commission Mr. Shonts points out that the carrying out of these plans will mean that passengers can travel from the Bronx through Manhattan to Brooklyn and Queens for a single five cent fare. He adds:

"The city's subway that we now have an operating lease of and which we now propose to extend should be developed along one progressive line, i. e., any comprehensive scheme for subway travel in New York should be made a part of one system and operated in its entirety for a five cent fare. We have long since recognized the fact that the Pennsylvania Railroad has spent large sums of money to establish a terminal for the convenience of its patrons in New York, and that said passengers may receive full measure of rapid transit facilities in New York our plan provides an extensive four track station on Seventh Avenue immediately alongside the Pennsylvania Railroad terminal, and if the additions to the subways that we now propose are authorized and constructed passengers can ride for a five cent fare from the Pennsylvania Railroad terminal on Seventh Avenue to the East Side Bronx, to the West Side Bronx, to Brooklyn or the Queensborough for a five cent fare.

To carry out the Interborough's proposals will require the construction of two new bridges across the Harlem River, one on the site of the Second Avenue bridge and the other on the site of the Macombs Dam bridge, but it is promised that the reconstruction of these bridges will be no provided for that there will be no interruption of traffic.

There are two features in the Interborough proposition which will probably lead to deep consideration on the part of the Public Service Commission and the Board of Estimate. The Steiner tunnel is made part of the Interborough plan to grant the company the right to connect the subway with that tunnel would in effect give to the Interborough company the franchise to have been fighting for, the right to operate the tunnel.

Then the company seeks to occupy Third Avenue and Lexington Avenue. Part of the route laid out by the Bradley-Gaffney-Stearns Company takes in Lexington Avenue north of Forty-second street, and without that stretch under Lexington Avenue to the Harlem River the whole scheme of the Bradley company would be thrown out of gear. Also the routes mapped out by the old Rapid Transit company, called for the building of an all East Side line from Harlem to the battery under Third Avenue, a proposition that is very much favored by the present commission, but it would be blocked by permitting the Interborough to build a branch under the upper part of the avenue.

The company is willing to operate the new roads at a fixed rental or under a profit sharing arrangement whereby, after deducting operating expenses, taxes, payments to reserve and amortization funds and the return to the contractor of an agreed percentage on the cost of construction, if the cost of construction should be assumed by the contractor, the surplus earnings shall be divided between the city and the contractor. It is also agreed that the city shall have the right to take over the roads at the end of ten years by paying for the equipment and the cost of construction plus 15 per cent.

MARY WANTED A BABY. So She Trundled Off the First One She Found and Is Charged With Kidnaping. Mrs. Anna Lane, who lives at 3533 Third Avenue, having accumulated a hoard of trading stamps, went yesterday to a store near her home where she could exchange the stamps for a parlor lamp or something else as an ornament. She left her baby, Alice, in its cot on the sidewalk.

It took Mrs. Lane a long time to decide between the new parlor lamp and something else which finally she did order something else. When she went to the street neither the goat nor Alice could be found. A policeman at Third Avenue and 133d street thought that he recalled seeing a man pushing a perambulator half an hour before; that was all the clue Mrs. Lane had to go on.

Mrs. Lane couldn't figure out why any one in The Bronx wanted to steal Alice. There was little hope of a reward big enough to make kidnapping for ransom worth while, Mrs. Lane told the police. Anyway, Capt. Tappan of the Morrisania station put all his available men on the job and Headquarters sent out a general alarm.

WRIGHT AIRSHIP BALKS AGAIN IT STARTS OFF ALL RIGHT, BUT COMES DOWN WITH A BUMP.

Had Travelled Not More Than 400 Yards When It Started Northward, Striking a Rough Bit of Ground—One of the Runners Broken—Insufficient Power.

WASHINGTON, June 30.—The Wright aeroplane behaved again this afternoon and Orville Wright, who was at the helm, came to earth with a vicious bump after the machine had travelled not more than four hundred yards. The car in landing struck a very rough piece of ground. One of the runners was broken and several guy wires parted from the strain on the machine. Orville was jolted but not hurt, although from a distance he seemed to be in trouble. The machine hit the earth on an upward slope. There was no skidding or jumping. It did not budge after once touching the ground.

The theory of landing is that the runners which drop below the body of the machine shall hit a smooth piece of ground and slide along until the aeroplane comes to a standstill. The Wrights had decided in advance that there would be only one effort to-day and when the machine came so suddenly to earth Wilbur Wright and Taylor, the mechanic, picked up their tools and started down the field with faces bearing disgusted expressions.

The Wright brothers were not very communicative about the reason for the mishap. The most Orville would say was that insufficient power had something to do with it. This is a new machine and not quite as large as the machine used last year. Consequently it must have more power, enough more to make it go three miles an hour faster at the start than last year's machine. The attempted flights of yesterday and to-day were merely experiments. The brothers want to find out exactly how much power is required. Yesterday they turned up their engines to seven miles an hour. Enough power was not forthcoming. To-day a little more power was turned on at the start.

The machine left the monorail and started off in grand style. Everybody out at Fort Myer watching the spectacle like things sail off in the air with apparent ease believed that there would be a real flight, and it looked like it. Orville flew away to the southward, bearing a little to the west with his car under good control. He turned rather sharply to the left and the machine wavered and tilted. It tilted a little too much and started eastward. Orville altered the position of the planes and made a desperate effort to rise, but the machine went down and down under rapid headway.

The left wing touched and the whole car out a short quarter circle to the right. When the runners were half a foot from the ground Orville shut off the power with a hand-lever, but the machine hit on the upward incline of a rutted road. A few minutes afterward it was put on its trucks and rolled back to its shed. The crowd followed down to take a look, but the Wright brothers joined by their white bearded father, who had watched the flight with deep interest, had the doors shut and the disappointed crowd went away. The Wrights returned to the city without making any effort to repair the machine.

A group of newspaper men leaned against the ropes surrounding the shed and Orville came over. Wilbur entered over too and Bishop Wright stood near enough to listen to the conversation. Orville didn't say anything or start any explanations. Finally some one asked: "What happened, Mr. Wright? What did you do?"

Orville stood silent for two seconds thinking over what to say, and then Wilbur answered for him.

Orville talked a little about what happened. He said that he did not have enough power. He might have turned more, but not when he was so close to the ground. If he had been higher up he could have done so, but in making such a difficult landing he had all he could do to manage the planes and out of the engine. He had evidently spent a few minutes in making such a difficult landing he had all he could do to manage the planes and out of the engine. He had evidently spent a few minutes in making such a difficult landing he had all he could do to manage the planes and out of the engine.

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ARREST CHINAMAN AS LEUNG. Oak Street Police Get Man Who Partly Resembles Elsie Nigra's Myster.

An Americanized Chinaman, well dressed and speaking good English, was arrested last night in a laundry at 61 Cherry street on suspicion that he was Leung Lim, who is wanted for the murder of Elsie Nigra.

The prisoner denied that he was Leung and, although his general build and bearing and his quiet characteristics roughly agree with the description of Leung, there are points of divergence which led the policeman who had him in charge to believe that he was not the man.

The prisoner described himself as Wong Sing, of 321 Hague street, Hoboken. He said that he was 35 years old, a laundryman by trade, and that he had come recently from San Francisco with the idea of getting work here. He was noticed by Policeman Louis Reibling of the Oak street station, in the laundry at 61 Cherry street. The policeman on post did not recognize him as any one who belonged in the neighborhood and noted the similarity to the pictures of Leung.

One of the Chinamen in the laundry went around to the police station and told the lieutenant on the desk that the prisoner was from San Francisco and had come into the laundry looking for work.

The arrest was made at 1:45 this morning. Headquarters was notified and Detective Bloom was sent down to examine the prisoner. Bloom compared him with a picture of Leung and decided that he was not Leung. The chief point of divergence was his teeth, which contained no gold. Like Leung, he carried a woman's watch, but the numbers were not the same.

Wong Sing will be taken to Police Headquarters this morning.

F. G. BAILEY CAUGHT? Wire From Vancouver Comes the New York Police to Think So.

"Bailey arrested. Don't start papers. Will wire later." MARDEN.

That was the text of a telegram received last night at Police Headquarters from Vancouver, B. C., and the police believe that it refers to Francis G. Bailey, who was away in the steamship Goldenrod and later captured from Lieut. Peter Berry by rowing ashore from the steamship Ustain as he lay in the harbor of Puerto Cortes, Honduras. The escape of Bailey cost Berry his job in the Police Department.

Fifty persons who had goods on board the steamship Goldenrod when she sailed from New York about a year ago will be glad to know that the arch conspirator has been caught, if he has been. There was in the neighborhood of \$50,000 worth of goods on the old Clyde line steamship and his brother, who is now in Sing Sing, carried the rest away to the southward.

After Bailey had eluded Lieut. Berry and gone ashore at Puerto Cortes it was rumored that he had entered the Honduras navy, but there was no confirmation of the story.

The local police had no information leading them to believe that Bailey was in British Columbia before the receipt of the telegram last night.

BIG STORM IN TEXAS. Country Near Brownsville Inundated and Harried by the Wind.

KINGSVILLE, Tex., June 30.—Passengers arriving here on the St. Louis & B. & M. train No. 3 at 9 P. M. to-night report passing through a terrific wind and rain storm between Brownsville and Raymondville.

Hard rains fell in that territory since 7 A. M. and the country is inundated in many places. The train stopped several times to remove trees that had blown down across the rails. Many telegraph poles were levelled.

At Harlingen, Tex., twenty-five miles north of Brownsville, two store buildings and the residence of Judge Lockhart were wrecked, but so far as known no loss of life resulted. Several buildings at Raymondville were damaged by the wind, which at times almost reached cyclonic proportions.

Wire communication with local railroad offices south of Santa Fe, Tex., has been cut off since 8 A. M. to-day. The storm extended a considerable distance up the Gulf coast.

Padre Island, adjacent to Point Isabel, is under water. Small craft were blown out to sea and many of them sunk. The small one-stall roundhouse of the Rio Grande branch of the St. Louis, Brownsville and Mexico Railway at Point Isabel was blown over.

GALE BUFFETS ZEPPELIN SHIP. Military Crew on Board Will Stand by Her to the End if She Goes Adrift.

Special Cable Dispatch to The Sun. DUBLIN, June 30.—Count Zeppelin's airship triumph seems doomed to be always qualified by the weather. There is the greatest anxiety for the safety of the Zeppelin II, which, although it successfully weathered a twenty-four hour gale in April, is now threatened with destruction at its anchorage at Mittelbach.

There it has been stormbound since yesterday, when it started on a voyage to Metz. It was hoped to resume the flight early this morning, but a hurricane and a deluge of rain made this impossible and the airship is being constantly buffeted. It is held in its place by numerous anchors and the efforts of many soldiers clinging to the guide ropes.

During the night the after car was swept twenty feet into the air, carrying with it six sappers who were hanging to the ropes. Major Sperling of the military balloon corps, who is taking the airship to Metz to act as the army's frontier airship, and his engineers and crew have had a strenuous and exhausting time, but he is hopeful of bringing the vessel through.

It is reported that the Major is at loggerheads with Count Zeppelin's people. He is determined to make Metz, while the latter urges a return to Friedrichshafen. Major Sperling is convinced that the airship is still comparatively uninjured, and it is stated to-night that as the soldiers have been reinforced he and his crew have taken their places on board, determined, if the gale gets the mastery, to be blown away with the airship and fight it out in the clouds.

GRAY BEAR SPRING WATER. 50c. per case of 6 glass spring bottles.—Adv.

MAHARA TALKS AND RETURNS. 124th Street. Mahara, former of Mrs. Mahara, who was charged with the murder of her husband, returned to the city last night.

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MAY BE FILIBUSTER CRAFT. STEAMSHIP ETHELWOLD HELD UP BY THE GOVERNMENT.

Lies in Governor's Bay and All on Board Are Muzzled—Mr. Loeb Will Know Today What Her Cargo Is and Perhaps if Giordani or Jimenez Is on the Job.

There are strong indications here that Joseph M. Giordani, the enterprising agent in this city of the chronic Haytian revolutionary forces, is again on the job. Collector Loeb received orders from Washington yesterday to prevent the sailing of the steamship Ethelwold, a former frigate of the United Fruit Company of Boston, plying between that port and the West Indies and Central America.

Mr. Loeb would not admit last night that he knew any more about the boat and her cargo than that he had orders to prevent her from sailing.

Immediately following the receipt of the Washington dispatch the Collector sent Chief Inspector Peter Bradley and Inspectors Warner, Ruebner and Dods to board the suspicious craft, which is lying at the foot of Twenty-sixth street in Brooklyn.

When the Government officers boarded the boat late yesterday afternoon they found her heavily laden, a full crew aboard and steam up. Everything indicated that the vessel was about to leave port. One of the crew said that she was loaded with oil consigned to Sydney, Australia. The Ethelwold is small and has every appearance of being unfit for such a long and in part necessarily rough voyage. She loaded her supposed cargo of oil at Consistent Point and then crossed the bay to lie at the Twenty-sixth street pier, just why no one could be found last night to explain. She had a heavy list to starboard as she lay at the pier.

The crew had evidently been instructed not to talk too much, and all the officers who would be supposed to know something of what was going on were conspicuous by their absence. As the second mate was leaving the boat after the arrival of the Government inspectors he was heard to tell a companion, presumably a higher officer, that he might as well take his crew away. Neither Capt. Brown nor any of the officers had left their addresses behind. One of the crew still on board so far forgot himself as to put into words an astonishing show of information about various expeditions undertaken in the past by zealous adherents of certain revolutionary leaders in Santo Domingo, Hayti, Honduras and elsewhere. He also vouched for the information that the Ethelwold had received her clearance papers yesterday and was to have sailed before daylight.

The vessel was still lying at the Twenty-sixth street pier at a late hour last night with two watchful Government inspectors on board under orders to prevent her from leaving. This morning Collector Loeb will send an additional force down to make a thorough examination of the mysterious cargo and find out whether the big casks in her hold contain Bayonne oil or repeating rifles and ammunition destined to one or more of Uncle Sam's neighbors on the south.

It is strongly suspected here that if the vessel is really loaded with contraband not only Giordani but also Juan Laido Jimenez, a former president of Santo Domingo, know something more than hearsay about it.

Giordani has repeatedly been in trouble here on account of his Haytian revolutionary affiliations. He was arrested in January, 1908, by Federal secret service men on the charge of making and attempting to pass 10,000 counterfeit notes of the face value of two gourdes each of the Republic of Hayti. The arrest was made following the attempt by Giordani to send to Hayti a part of the money to pay the insurgent troops under Gen. Jeanne.

In the following February Giordani was indicted by the Federal Grand Jury on that charge and also on the charge of secretly shipping arms and ammunition to the Haytian revolutionists. He was convicted and sentenced to serve a short term in prison. He has not been heard of recently until this affair of the Ethelwold came to light.

Before Jimenez has lived in this city off and on since the beginning of the century. He has thrice served his native Santo Domingo as President and he may be figuring for a fourth term as boss of the little black republic. If his success depends on the Ethelwold the outlook is not bright.

Collector Loeb last evening sent a dispatch to the Department of Commerce and Labor that he was holding the Ethelwold.

TELL COST OR GO TO JAIL. Order to Man Who Wants \$200 a Square Foot for Land the City Takes.

Justice Blanchard of the Supreme Court declared Samuel Green yesterday to be in contempt for refusing to answer questions put to him by the commissioners of appraisal, Nathaniel A. Elberg, Gilbert H. Montague and Sumner Gerard, about the price paid by him for a triangular plot of ground at the intersection of Duane, Lafayette and Centre streets, which the city is about to condemn for the interurbic subway.

The plot is 2,888 square feet of land. The city wants 1,361 square feet of it. Green demands \$90,000 for it, or nearly \$300 a foot. He refused to tell how much he paid for the whole plot and the commissioners brought him before the Court.

Assistant Corporation Counsel Byrne said that the land recently bought by the Emigrant Savings Bank for the site of its new building in Chambers street, which he considered at least as valuable as Mr. Green's plot, had cost the bank but about \$64 a square foot. Report has it that four months before Green got his present holding it was sold for between \$65,000 and \$70,000. Edward Murphy appeared for Green.

The Corporation Counsel's office is of the opinion that Mr. Green is being backed up in holding the property by politicians who had found out in advance that the city would want it.

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PERSIA'S CAPITAL IN DANGER. Britishmen Advancing to Depose the Shah—Russia Meeting Troops.

Special Cable Dispatch to The Sun. LONDON, July 1.—The Times's Tehran and other correspondents represent the Persian capital as being seriously threatened by the Bakhtiari tribesmen and by Nationalists who have been advancing toward Tehran for several days.

There is a handful of Russian officers commanding the Shah's native Cossacks, and although they are apparently not supported by Russia, whose Government will treat them as scapegoats if their action compromises the Russian policy, they have decided to take the field in the Shah's behalf, as the advance of the rebels obviously aims at his dethronement.

Meanwhile Russia has ordered a considerable military force to assemble at Baku in readiness to protect Tehran if necessary and has notified Great Britain of this action.

CARS FOR WOMEN A FAILURE. The Women Don't Want Them and the H. & M. Takes Them Off.

The officials of the Hudson and Manhattan Railroad Company have decided to discontinue the special cars for women between Hoboken and Twenty-third street. Mr. McAdoo, the president of the road, when asked said yesterday: "When the cars for the exclusive use of women were started on our line, on March 31, we stated that they were an experiment and that the company reserved the right to discontinue them if they should not be sufficiently patronized. We have made a long and thorough test, and much to our regret we find that there is not a sufficient demand on the part of the women for exclusive cars. The patronage has constantly diminished. We had it in mind to make these cars a permanent feature of our operation had the women shown by the use of them that they were wanted or needed. The contrary seems to be the fact."

SULTAN'S CHECK FOR \$5,000,000. Abdul Hamid Disregards Some Cash—His One Request Refused.

Special Cable Dispatch to The Sun. LONDON, July 1.—A despatch to the Daily Mail from Salonica states that ex-Sultan Abdul Hamid has given the Government a check for \$5,000,000 in addition to the sums he has been forced to disgorge.

He stipulated that \$300,000 of the \$5,000,000 should be used to purchase his present residence, the Villa Allatini, on his account, but this was refused on the ground that, as he is the nation's prisoner, he has no right to own property.

The whole sum therefore will be devoted to the needs of the Second and Third Army Corps.

MAN OF NERVE RESCUED. His Presence of Mind Enabled Life Guard at Atlantic City to Save Him.

ATLANTIC CITY, N. J., June 30.—His own nerve and the bravery of Life Guard Carl Clement, a young college athlete, one of Mayor Stoy's student squad, saved the life of John Jarman of Rochester, N. Y., to-day after he had been carried nearly a half mile out to sea alongside the steel pier.

Jarman was unable to breast the current, but instead of struggling he floated out until he was carried close enough to the long pier to signal for help. Excited spectators carried the alarm to the beach and Clement, without waiting for a life preserver, rushed out to the man with a buoy and supported him until others reached them in a surf boat. Jarman recovered after treatment.

NOTICE: CARD SHARPS ABOARD. Caronia Tries a New Plan to Have the Game From the Foxes.

Something different in notifications about gamblers aboard ship was posted in the smoking room of the Cunarder Caronia, just in from Liverpool and Queenstown. The purser learned that there were three experts with the cards with him and he notified Capt. Dow. This simple warning made all card players not out for the dust. Baron Schlippenbach, the Russian Consul-General, was a witness to the marriage, which was performed by Alderman Beyer.

Mrs. Golla Condory, mother of the bride, said last night that she had made all arrangements for an elaborate wedding and reception for her daughter at the Waldorf-Astoria on July 14. Miss Condory decided that she didn't care for a large affair. She told Count Schlippenbach that she was 25 years old. Count Schlippenbach gave his age as 30 years, declared he was an importer of 212 Broadway and lived at 320 Manhattan Avenue.

TURCO-GREEK PESSIMISM.